





# **Today's Advertisements.**

## **THE PEKIN SYNDICATE, LIMITED.**

INCORPORATED UNDER THE COMPANIES' ACTS, 1862 TO 1893.

SHARE CAPITAL, £1,500,000, DIVIDED INTO 1,500,000 Shares of £1 each.

39,900 Ordinary Shares of £1 each at par.

4,000 Deferred Shares of £1 each at par.

THE HONGKONG & SHANGHAI BANKING CORPORATION

are authorised as Agents for the above

Syndicate, to invite Application for

000,000 Shares of £1 each at par.

Payable in Two Shillings and Sixpence

on Application, as to Two Shillings

and Sixpence on Allotment, as

to Five Shillings Three

Months after

Allotment, and the remaining Ten Shillings in

Calls not exceeding Five Shillings, as

and when required.

THE Holders of the Shares will be

entitled to Ten per cent of the Net

Profits of the Syndicate in each year

arising from the Shares and from

Concessions until the sum paid shall amount to £1

per Share, and in addition thereto 50 per

cent of the above percentage whilst it

continues payable and afterwards 50 per cent

of the Net Profits and in the event of a winding

up to 10 per cent of the Surplus Assets

representing the same. Concessions after paying

off the whole of the Syndicate's Paid-up Capital.

DIRECTORS.

CARL MEYER, Esq., Chairman.

JAMES G. H. CLARK, Esq., C.E., M.I.C.E.

(Late Chief Engineer and Secretary to

Government, Public Works

Department, Bengal.

GEORGE JAMISON, Esq., C.M.G.

(Late H.M. Consul General and Commercial

Attache, Shanghai, China).

ROBERT MILLER, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING

CORPORATION, London and China.

CONSULTING ENGINEERS.

LIVELY, SON & HENDERSON,

Broad Street Avenue, E.C.

BROKERS.

PASMORE, GORDON, HILL & CO.,

Hutton Court, Threadneedle Street, E.C.

CAYENOV & AKROVITS,

55, Threadneedle Street, E.C.

SOLICITORS.

ISLER, HARRIS & SONS,

Broad Street House, New Broad Street, E.C.

AUDITORS.

COOPER BROTHERS & Co.,

14, George Street, Mansion House, E.C.

SECRETARY & OFFICES.

THOMAS GILBERT,

110, Cannon Street, London, E.C.

Subscription Lists will be CLOSED on or

before the 7th March.

Hongkong, 3rd March, 1900. [270b]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the

above Port, on MONDAY, the 5th instant,

at Noon.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & Co.,

General Managers.

Hongkong, 3rd March, 1900. [270b]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR WEIHAWEI AND TIENSIN.

THE Company's Steamship

# **Today's Advertisements.**

## **THEATRE ROYAL.**

CITY HALL.

THE HONGKONG AMATEUR

DRAMATIC CLUB

will give

TWO MORE PERFORMANCES

of

"THE YEOMEN OF THE GUARD,"

THIS EVENING

(SATURDAY), the 3rd March, 1900.

Under the distinguished Patronage of Their

Excellencies Sir HENRY BLAKE, G.C.M.G.,

and Lady BLAKE,

and on

MONDAY, the 5th March.

Positively the Last Performances.

Dress Circle.....\$3

Stalls.....2

Pit.....1

Half-price for the Pit for Soldiers, Sailors,

and Police in Uniform.

The Booking Office will be Opened at the

CITY HALL, on TUESDAY, the 27th instant,

at 10 A.M.

Late Trains will run 1 hour after the fall of

the curtain.

H. C. NICOLLE,

Acting Manager.

Hongkong, 3rd March, 1900. [244b]

1000-1001.

SEALED TENDERS in Duplicate will be

received at the R.N. HOSPITAL, until

10 A.M., on the 15th March, 1900, from persons

desiring of supplying Beef, Mutton, Poultry,

Bread, Pure Cow's Milk, Aerated Waters, Ice,

and other provisions and necessaries for the

year ending 31st March, 1901.

SEALED TENDERS in Duplicate will also

be received for the Hospital Wagon and

for Coal (Akaike), Printed Forms of Tender

and further Particulars can be obtained at the

R.N. HOSPITAL.

The right to reject the lowest or any Tender

is reserved.

THOS. BOLSTER,

Dep. Insp. General.

R.N. Hospital,

Hongkong, 3rd March, 1900. [277b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"PARRAMATTA."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, E.C., 70 S.S. India.

Goods not cleared by the 8th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage

obtained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 3rd March, 1900. [5]

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These Claretts are bought direct

from the leading French growers.

The lowest priced are of exceptional

value and guaranteed to be the

genuine product of the juice of the

grape, and are not artificially made

as is generally the case with cheap

Wines.

CHATEAU LA TOUR CARNET, CHA

TEAU RAUHAN and CHATEAU LAPITTE

are commended to the notice of Con

noisseurs as high-class after-dinner

Wines of a rich and rare character.

Sample bottles and smaller quanti

ties will be supplied at proportionate

wholesale rates.

We guarantee our Wines and Spirits

to be genuine only when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & CO., LIMITED,

Hongkong, 3rd March, 1900. [132b]

# **Births.**

On the 27th January, at "Hillcroft," Hertford,

the wife of ALFRED H. DARE, of Yokohama,

a daughter.

On the 2nd February, at Sandakan, the wife

of WILLIAM HUGHES PENNEY, District Magis

trate and Postmaster, of a daughter.

DEATHS.

On the 24th January, killed in action at Spio

Kop, ALEXANDER PRICE CONOLLY HERSCHEL

WADE, Lieutenant and Royal Lancaster Regi

ment, second son of the late Sir Thomas

Francis Wade, G.C.M.G., K.C.B., aged 29.

On the 20th January, at Rome, MARION

RAZARTE, widow of the late Edward J. J.

Walker, of Singapore.

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Ich came down from the Interior and met Mr. Cowie at Palutan, Mengat River. Terms of submission were arranged and signed on the 23rd April. Mat Salleh engaging in future to devote his energies to bring under Government the Interior tribes, over which he appeared to have so much influence.

It is doubtful if ever Mat really meant to keep to his agreement; he may have tried, but was prevented by his followers, mostly runaway prisoners and buffalo thieves. The Tamblun people could not stand his exactions and complained to the Government. Mat fought and robbed the Soursun tribe adjoining He succeeded by a promise of powder in gaining the Tegus tribe on his side and against the Tambluns.

Mat Salleh dehed the Government, his people raided and murdered. The Government had now to do their duty and put an end once and for ever to Mat's career. This has been well done.

Mat Salleh's wife Dyang Barang, who is connected with the Royal family of Sulu, is reported to be in St. Gunging's village. His father, Datu Batu, apparently fell in one of the fights with Tinggu in 1897. Batu's brother is believed to have been killed at Ranau. Datu Shabandar, an uncle, and Mat's nephew were with Mat Salleh in the late operations, and probably also Ali, another brother.

Mat Salleh had a somewhat servile imitator in Tali, an escaped convict, who after a brief but exciting career was killed in the spring of 1898.—B. N. Herald.

## THE NORTH BORN TO SHIPPING TRADE.

In view of the remarks we made upon the above subject in a recent issue the following letter from the B. N. Herald of 16th February will, prove of interest:

To the Editor, British North Borneo Herald.

OUR STEAMER SERVICE.

Dear Sir,—Last July we heard of the transfer of the Blue Funnel line from the East India Steamship Co. (Norddeutscher Lloyd) and through your columns were informed that henceforth there would be a regular weekly service between this and Singapore.

Some sceptics (there were sceptics of course) laughed at this, and said "see how long it will last" and now they have been having their innings.

Taking the last 3 months Nov., Dec., and Jan. we have had only 6 of the Co's. steamers arriving with Singapore and European Mails, and there have been 6 departures during the same period.

This is not even up to Blue-Funnel form, for during the corresponding period of the previous year we had 11 arrivals, and 8 departures. When we consider that freight and passenger monies have also been raised, so to speak, it is difficult to see where the change has resulted in an improvement.

Another matter has caused a good deal of criticism, and so far no one has been able to give any reason to justify it. Why were the names of the steamers changed to the names of the local ports they run to? For instance, we have had the Steamer *Lahuan* with the mail for Lahuan leaving for Lahuan; there is also a small local line which has a steamer of the same name, so the absurdity is possible of two *Lahuan*s leaving for Lahuan the same afternoon. Can anything be imagined more confusing? In fact, I heard a wong ask the question "will the big *Lahuan* or the little *Lahuan* take the Lahuan letters?"

We have also a s.s. *Kudat* calling at Kudat, the s.s. *Sundakan* and the s.s. *Singapore* also trading between the Ports of the same names. The old names revived memories of mythical legends. If the *Aldeida* and the *Gorgon* left at the same time, no confusion was caused, though possibly the bystanders might inquire where the sisters were. Had the names been changed to others signifying their nationality, no one could have been surprised. We might, for instance, have had Kaiser, Wilhelm der Kleine in contradistinction to their other steamer of a similar name which could probably at a pinch show it in its fore hold. German Princes are said not to be scarce, and some of their names might have been honoured.

I am, &c.,

CIVIS.

## DEPARTURE OF THE "KING'S OWN" FROM SINGAPORE.

SINGAPORE, 24th February.

A great gathering of Singapore friends assembled at Tanjong Pagar wharf this morning to see the last of the departing "King's Own Regiment," who proceeded in the s.s. *Dilwara* to Southampton via Aden, Colombo, being omitted. Practically everybody was there, military and naval and that must be indication enough of the general regret at the leaving of so popular a battalion as that commanded by Lt. Col. Rowlandson. While good-byes were in progress on board, the band of the 16th M. N. I. played some lively airs on the wharf, winding up with "Auld Lang Syne."

Just before 10 a.m. at the warning round of bell, friends hurried to the gangway, a final hand-shake—a hearty "good-luck to you," and the ship was cleared.

As the *Dilwara* slowly left the wharf the band commenced to play the "British Grenadiers." The *Girl* I left behind me! and finally as the ship was well under way "Auld Lang Syne." Three cheers for Singapore, from the *Dilwara*, three cheers for the gallant "King's Own" from those ashore, and Singapore had said good bye to one of the best regiments that ever did garrison duty here.

The following kindly farewell telegram was received from Sir Alexander Swettenham from Penang by Lt. Col. Rowlandson K.O.R.:—"With you, your officers, and your fine regiment a pleasant voyage and all good luck. We shall miss you all greatly."—S. P. Press.

## MORE RUSSIAN REINFORCEMENTS.

On the 22nd ult. there arrived at Singapore two Russian transports, the *Tetartich* and *Vladivostok*, with 1,535 Russian soldiers, and the *Vladivostok* with 917 soldiers on board. Both are bound for Vladivostok. On the subject of these two vessels with the troops they are hurrying to the Far East, a home paper says:

"The two Volunteer Fleet cruisers *Varonitz* and *Petersburg*, which left Odessa a few days ago for the Far East, carried between them 260 troops for debarkation at Port Arthur; a numerous party of artillery officers, and a large contingent of the most modern-type fortress guns. During the month ending 31st January, 5,000 troops have been shipped from Odessa for the Far East, and according to present arrangements, every Volunteer Fleet vessel (except one or two) is to be employed for the transport of convicts to Saghalien sailing between now and the autumn is engaged to carry a more or less numerous complement of soldiers. The further disposition of the extra troops landed at Port Arthur is never officially announced, the troops themselves, as well as all the subaltern officers, leaving here in ignorance of their ultimate destination."

## BY THE MAIL.

[From Home Papers.]

### The Crown Prince of Siam.

His Imperial Highness the Crown Prince of Siam, who is now residing at Oxford, on 26th January, has now gone into residence as a member of Christ Church. The Siamese Legation has been at his establishment at Oxford the residence known as Gaitery, South-park-road.

### The "Father of the Lords."

As some doubt seems to exist as to who is now the "Father" of the House of Lords, it may be noted that since the death of the Earl of Mansfield, eighteen months ago, this position has been held by Lord Templemore, who succeeded his father as second baron in 1837, and took his seat in the House of Lords on June 15, 1842, the day after coming of age.

### Mr. J. H. Maden, M.P.

A Baccy correspondent states that Mr. J. H. Maden, M.P., has addressed a letter to his constituents in the Rosendale Division, stating that circumstances have arisen which render it impossible for him any longer to represent the constituency. His reason is that communications have frequently reached him from officials of the Liberal Council and others to the effect that more was expected from him in the way of service and financial assistance than, in his opinion, was either compatible with the dignity of a democratic constituency, or the freedom of a Parliamentary representative.

### A New P. and O. Steamer.

The latest addition to the P. and O. fleet of steamers, the s.s. *Banca*, was successfully launched from the yard of Messrs. W. T. Donald and Sons, Sunderland, on 30th January. The *Banca* is a steamer of 5,000 tons displacement with an indicated horse-power of 3,500 tons. Her length is 420 feet with a breadth of 51 feet in depth. She has triple expansion engines which give her a speed of from 11 to 12 knots per hour fully loaded. It is anticipated that she will prove a valuable cargo carrier for the company.

### In Defence of the Government.

Mr. St. John Brodbeck, speaking at Newark on 25th January in support of the candidature of Sir Charles Webb, alluded to the attacks on the Government for alleged faulty diplomacy, want of preparedness, and lack of foresight. He said that when the primer time came the Government would not shrink from the fullest investigation. If miscalculation had been made with regard to the military conduct of the campaign, it was because the authorities themselves had been misled. He warmly denied that our generals had been controlled in their action in the field from motives of policy. With regard to the number of troops and the preparation of arms, sails, and the Government had been guided solely by their military advisers.

### The Irish Nationalists.

A meeting of members of all sections of the Irish Nationalist Party was held in a Committee-room of the House of Commons on 30th January to consider the question of re-nomination. The attendance numbered sixty, and included Mr. Dillon, Mr. J. Redmond, and Mr. T. M. Healy. After considerable discussion, a resolution was unanimously passed, declaring that at an end the divisions which had hitherto separated Irish Nationalist representatives, and forming one united Party in accordance with the principles and under the constitution of the Irish Parliamentary party of 1885-90. Mr. J. Redmond, in the course of his speech, remarked that it was no exaggeration to say that for the first time since the Union the power of England was seriously menaced. England's prestige, which had protected her so long, was at this moment almost shattered, and no man could tell what might not arise out of the situation.

### The Early Calling of Parliament.

The present reign yields only thirteen instances of Parliament being called together so early as Jan. 30. In 1881 the date of meeting was Jan. 6, in 1886 Jan. 12, in 1893 and 1894 Jan. 16, in 1898 Jan. 17, in 1897 and 1899 Jan. 18 and 1891 Jan. 22, in 1895 Jan. 23, in 1860 Jan. 24, in 1841 Jan. 26, and in 1887 Jan. 27. In the cases of Parliament re-assembling after Autumn Sessions the only years when members had to resume work before the month of February were 1838, 1855, and 1891. The Session of 1855 opened under conditions not dissimilar to those now prevailing, for criticism was rife at that time concerning the conduct of the war in the Crimea, and one of the first matters for discussion was Mr. Roebuck's motion for the appointment of a committee "to inquire into the conduct of our Army before Sebastopol and into the conduct of those Departments of the Government whose duty it had been to minister to the wants of that Army."

### Naval Appointments.

The following appointments have been made at the Admiralty:—Surgeon W. Hackett, M.D., to the *Pique*, to date Feb. 15; Engineer A. W. Sutton to *Tamar* for charge of Engineers' Reserve Store, and to assist Inspector of Machinery at Hongkong, to date Jan. 17; Assistant Paymaster John T. Wright, to *Centurion*, additional, for service at Wei-hai-Wei, in charge. Lieutenants: C. G. R. Branton (N.), C. L. Maclean (R. E. Chillon), to the *Pique*, to date Feb. 15; S. Chambers, to the *Albatross*, to date Feb. 15; reappointed on recommissioning, undated; S. Robyson (N.), and G. Duncan, to the *Albatross*, to date Feb. 20, and lent to the *Edgar* for voyage to China. Lieutenant, R. N. R. D. Berric, to the *Pique*, to date Feb. 15. Sub-Lieutenants:—V. H. S. Thomson, to the *Pique*, undated; Fleet Engineer—C. W. Thorne, to the *Pique*, to date Feb. 15. Probationary Assistant Engineer—W. G. G. R. J. Grant, to the *Pique*, to date Feb. 15.

### Prospects of Mobilization.

With the departure of the Eighth Division at an early date, this country will be practically denuded of Regular troops. Under ordinary circumstances, the ships of the Channel Squadron, now refitting at Portsmouth, Devonport, and Chatham, would leave about now for the usual spring cruise. A Portsmouth Correspondent indicates that the Admiralty recognizes that, in view of the defenceless condition of these islands, the country would object to any such action. Consequently the Channel vessels will go to Ireland for a short cruise, so as to be near at hand, and in the meantime it is likely that the Reserve Squadron will be mobilised ready to stand sentinel at Portland when Vice-Admiral Sir Harry Rawson takes his powerful fleet from Ireland to Gibraltar, its usual point of rendezvous when political clouds gather. It is stated at Portsmouth that all admirals and captains on inactive list not employed have been notified privately to hold themselves in readiness for active service at any moment. The authorities are naturally reticent, but that there will be a mobilisation of the "A" division of the Fleet Reserve is generally considered most probable.

### The French Naval Programme.

The *Matin* says that the new French naval programme will provide for six battleships of

from 14,000 to 15,000 tons, six swift armoured cruisers of the same tonnage, several destroyers, torpedo-boats, and submarines. The coast-defence measures will comprise the construction of dry docks at Brest and Lorient, and the erection of several powerful forts at prominent points, such as Ushant, as well as the construction of naval docks at Brest, Mers-el-Kebir, and Diego Suarez. A sum of £20,000,000 will be expended upon the laying down of an "all French cable," and the rest of the scheme will entail the expenditure of £750,000,000, which will be spread over six or seven years, so as to avoid a loan or additional taxation. The measure was finally drafted at a Cabinet meeting on 30th ult. Instructions have been given that of the twelve 30-knot torpedo boat destroyers recently ordered by the Admiralty, the *Falcon*, *Oriskany*, *Albatross*, and *Proserpine* are to be attached to the Devonport command, and the delivered to Devonport by the end of the year. Of the destroyers previously ordered, the *Perceps* and *Zephyr* (27-knot vessels), the *Exeter* (33-knot), and the *Thetis* (33-knot), are also to be attached to the Devonport command, and be delivered before July next.

### Dover Harbour.

The contractor's preparations for the Government works at Dover afford a striking sight for passengers across the Channel. These, and the recent laying of the first stone of the National Harbour, mark a new stage in a project which, after half a century's delay, is coming to fruition. Over fifty years since the urgent need for a national harbour of refuge at Dover was admitted, and the reports of Commissioners appointed to consider the subject presented; but many considerations besides those of finance and planning have retarded the project. The examination of the Channel, the construction of the harbour, and the making of the Channel Tunnel, have been the three great undertakings. Both objections were urged with an eye on our dear neighbour across the Channel; the tunnel because it might readily be made the vehicle for invasion, and the harbour because its construction would possibly arouse their suspicions, and lead them to believe that we were devising a naval base as an offensive set-off against "them." They may think so now, but none the less are we setting about this work, which will protect the coast, and which will not only be for the use of the navy, but also, in a more direct manner, for the mercantile marine.

### Liverpool School of Tropical Medicine.

The first report of the Liverpool School of Tropical Diseases, established in connection with University College, and the Royal Southern Hospital in that city, has just been issued. The school was suggested on November 12th, 1898, and was promptly taken up, a committee being early formed, having for its chairman Mr. Alfred L. Jones, who had promised an annual contribution of £300 for three years. The total amount subscribed in the past year exceeded £3,000, but the expenditure has necessarily been very heavy, though it is hoped that the scope of the school will not have to be limited for lack of financial support. The school secured the services of Mr. R. K. and Mr. E. Amet on tropical diseases, and of Dr. H. E. Amet as demonstrator. After referring to the course of work at the school, the report states that abundant cases of tropical disease have been treated in the special hospital ward in the year, 179 cases in all being treated. Only six of the patients died. Of the total treated 151 were English, five Norwegian, three Germans, three Finns, two Swedes, three Danes, two Italians, two Chinese, and one each American, Dutch, Spanish, Malay, and Australian. The patients were nearly all seafarers. The most important result achieved was the dispatch of an expedition to West Africa, the results of which have been in the highest degree satisfactory, and a valuable report in regard to it is shortly to be issued.

### Death of Lord Queensberry.

The death of Lord Queensberry, which occurred on 31st January in London, removes a curious figure from the social world. The late peer represented a type of aristocracy which is less common in our time than it was a century ago—the type which is associated in the public mind with a life of idleness and indulgence rather than with the useful aims which such a man as the late Duke of Westminster set steadily before him. The late Marquis of Queensberry was in many ways a man of strong character, but, unfortunately, also of ill-balanced mind, and he never turned to any account either his talents or the powers which his position gave him. Lord Queensberry was an undoubted authority on one thing, and that one thing was boxing. The Queensberry rules, which govern the contests of the prize ring, will keep his name alive at any rate amongst pugilists and amateurs of the sport. In his career there is little to be said. He served in the Navy for a time, and he held a commission in the Dumfriesshire Volunteers. Except in these capacities he came little before the public. Lord Queensberry married in 1866 Sibyl, daughter of Mr. Alfred Montgomery and granddaughter of the first Lord Leconfield. By her he was divorced in 1887. He married again in 1893, but in the following year the second marriage was also annulled.

### British North Borneo.

It is stated that a contract has just been concluded between the British North Borneo Company and Messrs. Pauling and Company (Limited) for the construction of a railway, sixty miles in length, to connect the important harbour of Gaya with Brunai Bay, where coal exists in large quantities, and the line (fifty miles in length) now under construction by the company with the interior of North Borneo. In connection with the above matter the managing director of British North Borneo Company said to Reuters' representative:—"Gaya Harbour, which includes both Gaya and Sapangar Bays, has just been visited by Admiral Seymour in his flagship, and by Captain Hardinge, of H.M.S. *Katler*. In view of the strategic importance of Gaya Bay as a naval base and coaling station this visit is significant. In the opinion of experts the position of Gaya, its proximity to coalfields, and the general facilities it affords render it of far greater strategic importance than Wei-hai-Wei, which is situated at the extreme end of the trade route to China and Japan. Gaya being in a position to command the most important portion of the China Sea, and at the same time afford shelter for our shipping in time of war. The selection of Gaya as a naval base would be a set-off against the French naval base at Saigon, which at present dominates all our trade routes in China Sea."

### German Shipping in the Far East.

The following memorandum on the extension of German shipping in the East has been received at the Board of Trade, through the Foreign Office:—"The extension of German shipping in the East has received a considerable impetus from the recent purchase, by the North German Lloyd Company, of the fourteen steamers of 20,942 registered tons belonging to the 'Scottish Oriental Steamship Company.' This large acquisition is said to now throw the

main portion of the coasting trade of South East Asia into German hands. The newly-acquired line will, as before, serve Bangkok, Singapore, Hongkong, and Swatow, only with greater frequency. In this region the Germans had already previously bought twelve steamers from a former Dutch Company; so that there will now be a large fleet of German vessels in those waters. It is pointed out in the Press that there will be now altogether some forty German vessels employed on the various Eastern lines, that they will be under one management, and that it clearly shows the advantages of the policy of establishing Imperial Mail lines to which other subsidiary undertakings can so easily be attached by degrees. Attention is also called to the German steamer traffic on the Yangtze-Kiang, whereby a valuable network of purely German shipping communications has been established."

### Funeral of the Duke of Teck.

Severe yet dignified simplicity was the note of the last farewells which were paid to the remains of the Duke of Teck on 27th January in St. George's Chapel, Windsor. Yet no ceremony, however quiet, could be without impressiveness in such a building and amid such surroundings. The remains had lain in the west-end of the chapel during the night of 26th January, where they were placed on a bier behind velvet hangings, and were watched all night by some of the Military Knights of Windsor. On 27th January the royal mourners who were to take part in the ceremony came down from Paddington by special train at ten minutes to eleven. They included His Prince and Princess of Wales, the Duke of Gonaught, the Duke and Duchess of York, the Duke of Cambridge, and the Princess Adolphus of Teck. The only child of the late Duke present was the Duchess of York. His Highness's three sons are now on active service in South Africa. The coffin rested on a wheeled bier, and was moved along by the non-commissioned officers of the Post Office Volunteers. On it was placed the sword and cocked hat of his late Highness, and the wreaths which had been sent by members of the Royal Family. The Queen's wreath, of laurel and lilies of the valley, bore Her Majesty's own autograph:—"A mark of affection and friendship from his son-in-law, Victoria R. and L." This wreath was placed on the coffin by the Prince of Wales, just before the procession started. "Princess Beatrice's wreath bore the words: 'With kind remembrances,' and the Princess Louise's, 'In affectionate memory.' Other wreaths were from the Duchess of York, the Duke of Cambridge, the Duke of Gonaught, the King of Wurtemberg, Princess Christian, and the officers of Queen Olga's regiment of Wurtemberg Dragoons."

### A Sensible German.

In the midst of much unfavourable criticism on the "Empire" war in South Africa, which meets us in Continental journals, it is instructive to see that an eminent German diplomatist is not to be misguidedly on the subject. Herr von Brandt, who contributes an article on "The Crisis in South Africa" to the February number of the *Deutsche Rundschau*—the leading German review—is a man whose opinions command the respect and attentive hearing of his audience. He served a long diplomatic apprenticeship before he was appointed to the important post of German Minister in China, and the books he has written on politics in the Far East form a valuable part of the literature on the subject. "The same people," writes the former resident in Peking, "who are anxious for the partition of China are now backing the Boers, who do precisely the same thing, and who have treated the foreigners and the commerce they bring with them far worse than ever happened in China." This plain and straightforward proposition shows that Herr von Brandt, though he holds that the Boer "disturbance" of Great Britain is not wholly unjustified, and though he believes that the war might have been averted at an early stage of the negotiations, is yet removed as far as possible from the pro-Boer attitude of so many Continental publicists. Taking the Boers at their best, he describes them as a survival of past ages in culture, tastes, and judgment. Their victory in the present campaign, he says, would merely postpone, it would not avert, the catastrophe. Herr von Brandt does not hesitate to aver that "the defeat of Great Britain, so far from advancing civilisation, would do it most serious injury," and he wonders with a naive wisdom which Bismarck's fellow-countrymen should appreciate what would be Germany's relations with Russia and France, if Great Britain were no longer a first-class power."

### SHIPPING REPORTS.

Capt. F. Muhle, of the steamship *Sundakan*, from Sandakan, reports:—Fine weather throughout.

Capt. T. Mody, of the steamship *Changsha*, from Moji, reports:—Moderate unsteady wind and dull gloomy weather throughout.

Captain Jas. B. Jackson, of the steamship *Loa*, from Bangkok, via Koh-Si-chang, reports:—Experienced moderate S.E. and N.E. winds and fine weather.

Captain Harder, of the steamship *Taiwan*, from Chinkiang, reports:—Light winds and overcast weather to breaker Point; fresh breeze and following sea with overcast weather to port.

Captain J. F. Douglas, of the steamship *Formosa*, from Swatow, reports:—Moderate N.E. wind and sea and dull, cloudy weather with dense fog on approaching Hongkong. Vessels in Swatow on the 2nd inst.:—*Kwong-sang*, *Albatross*, *Sadine*, *Rickmers*, *Pumper*, and *Singapore*, and Australian cruiser *Centaur*.

## NOTANDA.

### CALENDAR.

Meteorological news based on ten years' observations to 1893.

Barometer	30.14
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

Barometer	30.01	On date at 10 a.m.	29.90
Temperature	64	"	62
Humidity	97	"	98
Rainfall	0.06	"	—

TO-DAY.

Saturday, 3rd March, 1900.

Chinese—3rd and 2nd moon of 26th year of Kwang-shi.

Sun—Rises ..... 6hr. 22min.  
Sets ..... 6hr. 30min.  
High water—Morning ..... 1hr. 35min.  
Afternoon ..... 5hr. 0min.  
Low water—Morning ..... 5hr. 10min.  
Afternoon ..... 5hr. 40min.

ANNIVERSARIES.

1851—Liptak (Howqua's Folly) taken by the British.

1861—Emancipation of the serfs by Czar Alexander of Russia.

2877—Great fire at Roshchov.

1990—Loss of the s.s. *Yedlin Maru*, near Hakodate, Japan.

1894—Mr. Gladstone resigned the Premiership.

1896—Outbreak of cattle plague in Hongkong.

1898—The telegraph station at Sze Yuan Kon gutted by robbers and Tk. 50000 stolen.

TO-MORROW.

Sunday, 4th March, 1900.

Chinese—1st and 2nd moon of 26th year of Kwang-shi.

Sun—Rises	6hr. 21min.
Sets	6hr. 30min.
High water—Morning	1hr. 0min.
Afternoon	5hr. 10min.
Low water—Morning	5hr. 35min.
Afternoon	6hr. 10min.

ANNIVERSARIES.

1193—Emperor Saladin died.

1850—Chiu Apou's fleet of 13 pirate junks destroyed by H.M.S. *Medea* in Miss Bay.

1665—Wreck of the *Pride of the Thames* near Nagasaki.

1880—An Anglo-Chinese Debating Society started in Hongkong.

1888—Emperor Kwang-su assumed the government of China.

1899—Powder Explosion at Toulon.

## AGENDA.

TO-DAY.

The Punjoni Mining Company's call of \$1 to bear interest.

9 p.m.—A. D. C. "Yeoman of the Guard," at City Hall.

TO-MORROW.

Cargo ex *Java* subject to rent.

CHURCH SERVICES.

St. John's Cathedral: Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral: Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5 p.m.

Union Church: Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point: Morning Service, 11 a.m.

St. Francis Church, Wanchai: Mass (Chin.), 6 a.m.; (Port.), 7.30 a.m.; Benediction, 5 p.m.

St. Joseph's Church, Garden Road: Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point: Mass, 8 a.m.

Wesleyan Methodist Church: Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church: 11 a.m. and 6.30 p.m.

MONDAY, 5th.

N. P. S. Co's steamer *Monthonshire*, leaves for Portland, Oregon.

Noon—Hongkong and Kowloon Wharf and Godown Coy. Ltd.—Meeting of share holders, at Company's offices.

9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.

4.45 p.m.—Football H. K. F. C. v. H.M.S. *Victorious* Happy Valley.

TUESDAY, 6th.

German Mail from Europe due.

WEDNESDAY, 7th.

C. N. steamer *Nanchang*, leaves for Tientsin.

O. S. Co's steamer *Nestor*, leaves for Liverpool (direct).

Extraordinary meeting of the Hongkong Land Investment and Agency Company, Limited, at their offices.

St. David's Hall at City Hall by the R. Wehl.

3 p.m. Public sale of Crown Land at the offices, P. W. D.

I. G. M. L. steamer *Bayern*, leaves for the Straits etc.

I. C. S. W. steamer *Mansang*, leaves for Sandakan (direct).

(About) C. & O. Co's steamer *Thyra* leaves for San Diego ac.

THURSDAY, 8th.

P. & O. steamer *Ceylon*, leaves for London.

Noon—China Fire Insurance Co., Ltd. 31st Ordinary Meeting of Shareholders, at Company's offices.

Noon—Hongkong Rope Manufacturing Co., Ltd. 15th Ordinary Annual Meeting of Shareholders, at the Company's offices.

Ocean Steamship Co's steamer *Sarpedon* leaves for London via Suez Canal.

Cargo ex *Doric* subject to rent.

FRIDAY, 9th.

Daylight N. Y. K. steamer *Kanagawa Maru* leaves for Europe.

SATURDAY, 10th.

C. N. steamer *Changsha* leaves for Australia.

S. T. & Co's steamer *Mowen* leaves for New York.

O. & O. Steamship Co's steamer *Doric* leaves for San Francisco.

4 p.m.—N. Y. K. steamer *Riojan Maru* leaves for Victoria B. C.

WEDNESDAY, 14th.

G. P. R. steamer *Empress of Japan* for Victoria B. C.

C. M. S. N. Co's steamer *Tankai* leaves for London.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Algon*) 5th inst.

German (*Bayern*) 6th inst.

German (*Konig Albert*) 6th inst.

American (*Nippon Maru*) 10th inst.

American (*City of Rio de Janeiro*) 17th inst.

Canadian (*Empress of China*) 20th inst.

American (*Cepheid*) 26th inst.

The steamer *Coptic*, with mails &c. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ultimo.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Ida de Cuba* ..... at Kowloon Dock.

H.M.S. *Hermione* ..... " "

*Trym* ..... " "

*Shantung* ..... " "

*Germania* ..... " "

*Kiango* ..... " "

U.S.S. *Monadnock* ..... " "

U.S.S. *Whaling* ..... " "

*Chuen Tiao* ..... " "

*Sheng Kong* ..... " "

*De Juan d'Austria* ..... Cosmopolitan

*Hankow* ..... " "

*Quarta* ..... Aberdeen

PASSED THE CANAL.

Outward—20th Feb.—*Amami*, *Benhar*, *Yanagisawa*,



## Intimations.

HONGKONG HOTEL COMPANY, LIMITED.  
NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, 1900, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,  
C. MOONEY, Secretary.

Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.  
NOTICE.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

To consider and if thought fit to approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office. Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.  
By Order of the Board,  
C. MOONEY, Secretary.

Hongkong, 1st March, 1900. [271b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.  
NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1900. [259b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.  
NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 87 per Share and BONUS of 12 per Share for the six months ending 31st December, 1899, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 27th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Buildings, Praya.

By order of the Board of Directors,  
THOS. I. ROSE, Secretary.

Hongkong, 26th February, 1900. [255b]

## NOTICE OF REMOVAL.

WE have this Day transferred our Offices from Nos. 51, 53 and 55, Queen's Road, Central, to 1 and 2, Des Vues Road, New Praya Central, opposite the Praya entrance of Lee Yuen Street East.

MOUNSEY & BRUTTON,  
Solicitors.

Hongkong, 1st March, 1900. [266b]

## MITSUBISSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office.—TOKIO.

Branch Offices.—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies.—

Miki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Mamouira Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanaguchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUBISSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 11th December, 1899. [13]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [30]

## To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 25, PEEL STREET.

No. 4, RIFON TERRACE.

THE RETREAT, MOUNT KELLET.

TOP FLOOR, No. 1, DUBBEL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd March, 1900. [12]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	ROBE and YOKOHAMA	WEDNESDAY, 7th March, at 4 P.M.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 9th March, at Daylight.
*RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KORE and YOKOHAMA	SATURDAY, 10th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager. [6]

## NORDDEUTSCHER LLOYD.

(Freight Service.)



## HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAYRE and HAMBURG.	16th March.	Freight and Passage.
ASTORIA	(LONDON with transhipment in HAMBURG) NEW YORK.	About 25th March.	Freight.
Hildebrandt	(via SUEZ CANAL.)	March.	
SANONIA	HAYRE and HAMBURG.	About 31st March.	Freight.
Krech	(LONDON with transhipment in HAMBURG)	March.	
*HEIDELBERG	HAYRE and HAMBURG.	About 6th April.	Freight and Passage.
Zacharie	(LONDON with transhipment in HAMBURG)	April.	
SIBIRIA	HAYRE and HAMBURG.	About 20th April.	Freight and Passage.
Braun	(LONDON with transhipment in HAMBURG)	April.	

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents. [27]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 20th March, at Noon.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 14th April, at Noon.	
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 8th May, at Noon.	

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd February, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*ALGOA (via Moji, Kobe and Yokohama)	Thursday, 15th March, at Noon.	
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 27th March, at Noon.	
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 21st April, at Noon.	
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th May, at Noon.	

(\* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA" will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA, on THURSDAY, the 15th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

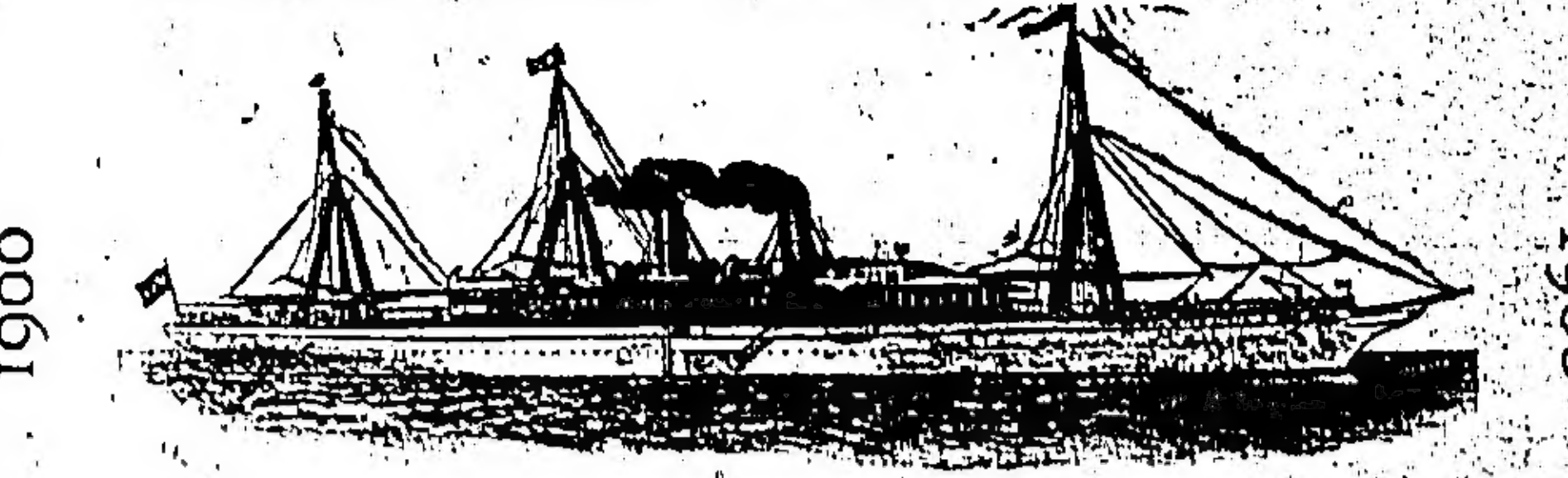
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd March, 1900. [1]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Fodor's Street. [5]

Hongkong, 14th February, 1900.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra...[3.46] about Mar. 7

Lady Joyce...[3.46] about Mar. 31

THE Steamship

"THYRA," will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA & HONOLULU, on WEDNESDAY, the 7th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [28]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin...[4.42] A. Jackson...[Mar. 15]

Olympia...[2.87] J. Truebridge...[Mar. 31]

Glenoid...[3.70] W. Frakes...[April 24]

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire...[2.87] W. A. Evans...[Mar. 5]

Columbia...[2.90] T. H. Dobson...[April 7]

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th February, 1900. [4]

## Auction.

## GOVERNMENT NOTIFICATION.

No. 50.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

WEDNESDAY,

the 7th day of March, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 10th February, 1900. [460b]

Particulars of the letting by Public Auction Sale, to be held on Wednesday, the 7th day of March, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency, the Governor, of One Lot of CROWN LAND, in Victoria, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor, of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

<p>                     Excellency the Governor, of One Lot                      CROWN LAND, in Victoria, in the Colony                      of Hongkong, for a term of 75 Years, with                      condition of renewal at a CROWN RENT                      to be paid by the Surveyor, of Her Majesty's                      Revenue for one further term of 75 years.                 </p>							
<p>PARTICULARS OF THE LOT.</p>							
Registry No. of the Map	LOCALITY.	Boundary Measurements.				Area in Square feet.	Annual Rent.
		N.	S.	E.	W.		
Lot No.	Locality.	ft.	ft.	ft.	ft.	Sq. ft.	£
1	Wing Lok St. and Des Vaux Road.	58.0	64.4	66.5	66.5	6,630	15







means of subsistence, answered: "Yes, a commissary of police came to me to obtain my name and address; this is a compulsory form. The commissary was as kind and courteous as it was possible to be in the circumstances." Here the story ends.

### Shipping.

#### STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"MAIDZURU MARU."  
Captain O. Ogata, will be despatched for the above ports, TO-MORROW, the 4th instant, at Daylight.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 3rd March, 1900. [27b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAITAN."  
Captain Reach, will be despatched for the above ports, TO-MORROW, the 4th instant, at Daylight.  
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.  
Hongkong, 3rd March, 1900. [27b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Company's Steamship

"ICHANG."  
Captain Lloyd Jones, will be despatched as above TO-MORROW, the 4th March.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th February, 1900. [259b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR KOBE.  
THE Company's Steamship

"CHINGTU."  
Captain Williams, will be despatched as above on TUESDAY, the 6th March.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 26th February, 1900. [218b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SANDAKAN (DIRECT).  
THE Company's Steamship

"MAUSANG."  
Captain Kynock, will be despatched as above on WEDNESDAY, the 7th March, at Noon.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 27th February, 1900. [238b]

OCEAN STEAMSHIP COMPANY.  
FOR LIVERPOOL (DIRECT).  
THE Company's Steamship

"NESTOR."  
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 10th February, 1900. [181b]

IMPERIAL GERMAN MAIL LINE.  
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"KONG ALBERT."  
of the NORDDEUTSCHER LOYD.  
Captain O. Clippers, due here with the outward German Mail about TUESDAY, the 6th instant, will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LOYD.  
For further particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 2nd March, 1900. [22]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"SARFEDON."  
Captain Grier, will be despatched on THURSDAY, the 8th instant.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st March, 1900. [115b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched on SATURDAY, the 10th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st March, 1900. [411b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON.

"TEENKAI."  
D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.  
For Freight, &c., apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"CALCHAS."  
Captain Gregory, will be despatched as above on TUESDAY, the 20th March.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 10th February, 1900. [182b]

### Shipping.

#### STEAMERS.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN."  
Captain Norrie, will be despatched for the above Port, on SATURDAY, the 10th March, instead of as previously advertised.  
For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 28th February, 1900. [234b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."  
Captain Helms, will be despatched as above on THURSDAY, the 15th March, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 24th February, 1900. [252b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"ORESTES."  
Captain Peters, will be despatched on MONDAY, the 5th March.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th February, 1900. [218b]

THE Company's Steamship

"CHINGTU."  
Captain Williams, will be despatched as above on TUESDAY, the 6th March.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 26th February, 1900. [218b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN (DIRECT).  
THE Company's Steamship

"MAUSANG."  
Captain Kynock, will be despatched as above on WEDNESDAY, the 7th March, at Noon.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 27th February, 1900. [238b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).  
THE Company's Steamship

"NESTOR."  
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 10th February, 1900. [181b]

IMPERIAL GERMAN MAIL LINE.

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Captain O. Clippers, due here with the outward German Mail about TUESDAY, the 6th instant, will leave for the above places about 24 hours after arrival.  
NORDDEUTSCHER LOYD.  
For further particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 2nd March, 1900. [22]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"SARFEDON."  
Captain Grier, will be despatched on THURSDAY, the 8th instant.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st March, 1900. [115b]

CHINA NAVIGATION COMPANY, LIMITED.

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Hongkong, 1st March, 1900. [411b]

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Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"CALCHAS."  
Captain Gregory, will be despatched as above on TUESDAY, the 20th March.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 10th February, 1900. [182b]

### Estimations.

#### F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

HONGKONG, 14th May, 1896.

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED AND EMBROIDERED SCREENS, LACQUERED BOXES, And Several kinds of PHOTOGRAPH FRAMES.

MODERATE PRICES.

D. NOMA, No. 12, Beaconsfield Arcade, opposite the City Hall, Hongkong, 18th January, 1900. [41]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for the East for the distinguished GLENN, HEMMER and GLADIATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE—\$160. Special reliable Watch made for this Climate. Quality A—\$160. Quality B—\$120.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply to "Z." c/o This Office.

Hongkong, 18th August, 1899. [1048a]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 2nd September, 1899. [10]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

CATHERINE APCAR, Brit. str., J. G. Oliffen, David Sassoon, Sons & Co.

NOT RESPONSIBLE FOR DEBTS.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRECKHAM, LONDON, ENGLAND.

### The Share Market.

#### LATEST QUOTATIONS.

(March 3rd.)

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 312 1/2 premium

The Bank of China & Japan, Limited. (Preference) £ 5 Nominal

The Bank of China & Japan, Limited. (Ordinary) £ 4 1/2 buyers

The Bank of China & Japan, Limited. (Deferred) £ 1 1/2 5/8 buyers

National Bank of China, Ltd. £ 8 2/6

Do. Founders £ 1 3/4

Union Ins. Society of Canton, Ltd. \$ 50 \$230

China Traders' Ins. Co., Ltd. \$ 25 \$36

North China Ins. Co., Ltd. £ 25 Tls. 180

Yangtze Ins. Assoc. Co., Ltd. £ 60 \$125

Canton Ins. Office, Ltd. \$ 50 \$130

Straits Ins. Co., Ltd. \$ 20 \$2

Fire Insurances.

Hongkong Fire Ins. Co., Ltd. \$ 50 \$318

China Fire Ins. Co., Ltd. \$ 20 \$89 1/2

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited. \$ 15 \$29 1/2

Indo-China Steam Navigation Co., Ltd. £ 10 \$88

China & Manila S.S. Co., Ltd. \$ 50 \$100

Douglas Steamship Co., Ltd. \$ 50 \$49

China Mutual S. S. Co., Ltd. (Pref.) £ 10 £10.10 buyers

China Mutual S. S. Co., Ltd. (Ord.) £ 10 £10.10

China Mutual S. S. Co., Ltd. (Def.) £ 10 £10.10

Star Ferry Co., Ltd. £ 5 1/2

"Shell" Transport & Trading Co., Ltd. £100 £260

China-Sugar Refining Co., Ltd. \$100 \$132

Luzon Sugar Refining Co., Ltd. \$100 \$47

Mining.

Anglo Mining Co., Ltd. \$ 7 1/2

Panama Mining Preference Shares. \$ 1 \$1.40

Guano & Phosphate Co., Ltd. \$ 250 \$350

Japan Mining Co., Ltd. \$ 250 \$327

Trading Co., Ltd. \$ 5 \$13 1/2

Ramb. Altun Gold Mining Co., Ltd. 15s. 10d. \$62

Olive's Freehold Mines, Ltd. A. \$ 5 \$5 1/2

Olive's Freehold Mines, Ltd. B. \$ 4 \$4.50

Great Eastern & Cantonian Gold Mining Co., Ltd. \$ 5 \$1

Do. (Preference) \$ 1 \$0.40

Docks, Wharves and Buildings.

Hongkong & Whampoa Dock Co., Ltd. \$125 495 1/2 premium

Hongkong & Kowloon Wharf & Godown Co., Ltd. \$ 50 \$86

Wharf & Godown Co., Ltd. \$ 37 1/2 \$44

Wharf & Godown Co., Ltd. \$ 61 \$20 1/2

Land, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd. \$ 10 \$9.50

Hongkong Land Investment & Agency Co., Ltd. \$ 50 \$123 1/2 buyers

Kowloon Land and Building Co., Ltd. \$ 30 \$26

West Point Building Co., Ltd. \$ 50 \$44

Hongkong Hotel Co., Ltd. \$ 50 \$126

Humphrey Estate & Finance Co., Ltd. \$ 10 \$9

Cotton Mills.

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. \$100 \$38

Ewo Cotton Spinning & W. Co., Ltd. Tls. 100 Tls. 62 1/2

International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 73

Lao-king-mow Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 70

Soy Chee Cotton Spinning Co., Ltd. Tls. 500 Tls. 400

Yahlong Cotton Spinning Co., Ltd. Tls. 100 Tls. 55

Miscellaneous.

Green Island Cement Co., Ltd. \$ 10 \$28 1/2

China-Borneo Co., Ltd. \$ 15 \$17

A. S. Watson & Co., Limited. \$ 10 \$16 1/2

Wahing Electric Co., Limited. \$ 10 \$11

Hongkong Electric Co., Limited. \$ 10 \$12.50

Hongkong Electric Co., Limited. \$ 2 \$2.50

Hongkong and China Gas Co., Ltd. £10 \$135

Hongkong Rope Manufacturing Co., Ltd. \$ 50 \$350

Geo. Fenwick & Co., Ltd. \$ 25 \$38 ex div.

H'kong Ice Co., Ltd. \$ 25 \$167

H'kong High-Low Tramways Co., Ltd. \$100 \$155

Dairy Farm Co., Ltd. \$ 1 1/2 \$6

Bakery Co., Ltd. \$ 30 \$55

Campbell, Moore & Co., Ltd. \$ 10 \$16

Bell's Asbestos East-ern Agency, Ltd. £ 1 £ nominal

United Asbestos Oriental Agency, Ltd. \$ 4 \$5

United Asbestos Oriental Agency, Ltd. \$ 10 \$10

Carmichael & Co., Ltd. \$ 20 \$8

Tebrau Planting Co., Ltd. \$ 5 \$5

Tebrau Planting Co., Ltd. \$ 4 \$4

Benjamin, Kelly & Potts, Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

### VISITORS AT THE HONGKONG HOTEL.

#### HOTEL.

Aiken, Mr. J. H. Lambie, Mrs. J. E.

Ames, Mr. & Mrs. W. child and amah

Anerbach, Mr. J. S. Leggett, Mr. E. C.

Angier, Mr. and Mrs. A. G. Luc, Mr.

Angus, Mrs. John Lutz, Mr. Emile

Bailey, Mr. W. S. MacGowan, Mr. R. J.

Barber, Mr. J. N. MacGowan, Miss

Barlow, Mr. B. J. Macmillan, Mr. A. C.

Burlet, Mr. J. F. N. Manning, Mrs. G.

Blackburn, Com. R. N. Mayston, Mr. J. Y.

Bottemheim, Mr. and Mrs. McLeod, Mr. & Mrs. E.

Mrs. A. H. Moser